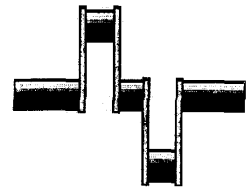


The Crank Calls

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

President.....Peter Brooks.....(408) 266-6148...pdbrooks@pacbell.net
Secretary.....Bob Kradjian.....(650) 343-7585.....bkradjian@aol.com
Treasurer.....Lewis Throop.....(650) 941-8223.....lthroop@aol.com
Editor.....Jim Piazza.....(408) 446-4825..jpiazza@ix.netcom.com



October 2001

www.baemclub.com

NEXT MEETING

20 October, 2001

AT 10 AM

AT

Robert Schutz's SHOP

366 40th St.

Oakland, CA



Comment

**From a visitor to
baemclub.com.**

"Visited your clubs' web site.
Looks like you are blessed with
some really talented guys there.
The model engines etc. are out-
standing."

Ken Pickett

South Australia

BAEM MEETING NOTES

September 15, 2001

Bob Kradjian, Secretary

President Pete Brooks called the meeting to order at 10:02 am.

Visitors included Steve Douglas who was visiting from Northern Ohio and David and Susan Loesche who met us at the GoodGuy's engine show in August.

New member is Tom Armstrong. Tom is known to many of us as a long-time builder, collector, and nice guy. He brought a spanking new Fairbanks-Morse. There will be more about this below. Welcome, Tom!

Pete Brooks reminded us that he is a short-timer and that we need to continue our deliberations concerning candidates for a new club president. Your faithful scribe is willing to continue as secretary and special events coordinator.

Treasurer Lew Throop reports that we have \$1100 in the club treasury.

Special events: Ken Hurst reported on our club appearance at the Wine Country Concours d'Elegance of Santa Rosa. It was a great success, thanks to Ken and George Gravatt for their fine efforts.

We have a possible final showing October 29 in Sacramento. This is for a charity car show hosted by the California Highway Patrol. Details will be available at the October meeting.

After last year's seven shows, we said "never again." However, if we show at Sacramento it will be seven shows again, this year. It is clear that we could make ten to fifteen appearances if we wished to. We have never encountered a negative or indifferent reception.

We can take justifiable pride in the knowledge that we are the only engine group in America that consistently makes showings at large venues.

Members needing a BAEM badge, please contact Mike Rehmus.

Bits and Pieces:

Tom Armstrong ran his new Fairbanks-Morse built from a Tom Stewart casting set. It's a sizeable engine with a bore of one and a half inches. It runs nicely, but Tom says that ignitor point fouling is a problem. A lively discussion followed with some sophisticated pointers on ignitor design.

Jim Piazza showed us his progress on a series of six pulse jets that he is building. The machining is beautiful and the project is progressing well. For other club members: Bring in your works in progress and let us see them as the move toward completion. You can't see much on the outside of a finished engine.

Pat O'Connor has made significant progress on his highly modified Wall Four Flathead. This is destined to be among the most remarkable modifications of the venerable Wall Four. For those who haven't seen it, the engine has a very nicely situated overhead cam running on Offenhauser-style buckets with shims for gap adjustment. His distributor is fashioned to look like a magneto and will be driven by a Gilmer belt.

Far-away club member, Bob Shores, sent a sample of the castings for his latest engine. This is the "Little Hercules" which he offers at a 10% discount to BAEM members. Bob also sent a number of decimal-equivalent charts, which were greatly appreciated. Unfortunately, Bob and his wife will not make the trip to PRIME due to the recent flooding in Florida. We were looking forward to having Bob at our BAEM table.

Al Garcia showed us two nicely done steam engines that operate well on compressed air.

Al Vassalo has been feeling unwell recently, but was able to design and build a very ingenious Sterling engine. Like Al's other designs, it is highly original and runs perfectly.

Visitor Steve Douglas showed two steam engines, one from the Graham Industries kit and the other from PM. Steve actually made these out of his van while on the road!

I showed a replacement intake manifold set-up for a Challenger. It involves a pair of small-throat Walbro carbs feeding into a "Y" shaped chamber that will allow either carburetor to operate independently. It also has provision for interchangeable restrictor plates that will be started at 0.118." I hope that this will help with the overcarburation problem. It also will be assisted by a Purolator utility fuel pump and filter. The pump boosts to about four pounds of pressure and operates on twelve volts. Ken Hurst has tested a similar system that works very well.

Thanks to Ken Hurst for an extremely well presented talk on powder coating. I commented that the Eastwood Company had raised the price on the powder coating system. The standard set (10198) is \$159.99, and the "deluxe kit" (10112) is \$199.99. The website is www.eastwoodcompany.com. I am going to make the plunge, anyone else?

The "Member Profile" feature initiated last month met with resounding non-approval and will, accordingly, be dumped.

REPORT ON PRIME 2001

The men and women of BAEM enjoyed our fifth trip to Eugene, Oregon and the PRIME show. This appearance was clearly our best.

A family emergency and the absence of one of the sponsors caused the cancellation of the judging. I am certain that one, or more, of the superb engines demonstrated by our group would have taken home a lot of bacon.

Candidates for the coveted automotive award would clearly have included the following engines. (Owners listed alphabetically.)

Roger Butzen with his overhead valve Challenger. What a fantastic achievement! It ran great, and hold on--next year it will feature a supercharger.

Ken Hurst continues to be a stalwart with his five excellent appearing and running engines. He and Pretel had a variation of the dueling banjos theme with their dueling Walls and Challengers.

Jim Moyer had his two fine, tiny, engines.

His four-cylinder in-line gets better each year with refinements and changes. The single continues to run well. Joe Moyer has added a terrific, handcrafted tool box and display stand to the mix.

Dick Pretel had no fewer than three superbly finished engines. A highly modified Wall four flat-head, an "F" head Wall four, and his amazing Challenger.

Clen Tomlinson from England, showed (at Bob Washburn's head table) his INCREDIBLE Deltic. This huge block of aluminum has been fashioned into an 18 cylinder, 1/8th scale, two-cycle, opposed-piston marvel. This achievement when completed will rank with Barry Hare's Merlin, V-12.

A potential future winner in the making is Bob Haagenson's quarter-scale 270 Offy nearing completion. His previously winning Volkswagen engine was in great voice as well.

Other members bringing fine engines were Carmin Adams, William Nickels, Dario Mecchi, Tom Armstrong, Dave Palmer, John Palmer, and Pat O'Connor.

Also making the trip and contributing to the good times and fellowship were members John Vietti, Steve Meyers, Don McRae, Larry Pezzola, Dave McMillan, Paul Bennett, Bill Chernoff, Red Garlough, Cory Renner, Ken McDole, Roger Slocum, Karl Van Dyk, Bob Washburn, and all the way from Paris---Miguel de Rancougne.

We always enjoy our time together and this occasion was no exception. Our two evenings out were at the Olive Garden and our old hangout, Dino's.

Your faithful scribe then motored on to Colorado Springs for the MECA (Model Engine Collectors) national meeting. Would you believe that Miguel de Rancougne left PRIME, returned home to Paris, and then flew back to Colorado with a batch of fine engines to sell? We had a great evening at the Flying W ranch with a chuck wagon baked bean and beef dinner. This supplied plenty of free gas for the trip home.



TECH TOPICS

BY
SCOTT OVERSTREET

Tech Topics -



Many thanks again to Ken Hurst, this time for his presentation last month in which he described his Eastwood Powder Painting system and enthusiastically told of his high degree of success and satisfaction with it. Ken's presentation was very well received by a very appreciative audience - many detailed questions were answered. For those who are in need of more info - Eastwood can be reached by phone at 1-800-345-1178 for a catalog and/or consultation and on the internet at www.eastwoodcompany.com where the gun and paint powders are also well described. Ken also offers further consultation. Thanks again Ken.

Our October Tech Topic subject will be presented by another repeat performer. This time, Roger Slocum is going to talk on the basic metallurgy of ferrous steels and, in particular, the heat treating and hard surfacing of them in the home shop. Based upon what we have learned from Roger in the past, I'm sure this is going to be another "you should have been there" session. – Roger's comment – "Its amazing what you can do with only a torch." My distillation – "Heat treating for the common man." Don't miss this one.

I talked to my expert in the East some more on the subject of contact materials for use in ignition "ignitors."

Here is a summary:

"Meteor Metal" – This is an old commercial name for a ferrous alloy containing considerable nickel. Makes best "spark" over widest range of closed current without tendency to harden and oxidize at higher currents that may be necessary to combat oil fouling.

Mild (Nail/Rivet) Steel – This makes a good spark at low current and is of course the "cheap & easy" material. Disadvantage is that it hardens and develops non-conductance oxides at high currents that may be necessary to combat oil fouling.

Tungsten – This doesn't make much of a spark at low current but usually makes an adequate spark at high currents and at high current, it is generally resistant to oil fouling and oxidation.

Meteor metal (don't ask me where to get some) is the preferred material. Use of salvaged relay/switch contact materials (silver, copper, rhodium, cadmium alloys, etc.) is not recommended.

Scott



Tom Armstrong's Fairbanks-Morse.



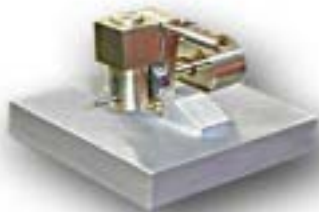
Steve Douglas's Steam engine.



Pat O'Connor's Overhead cam Wall four.



Jim Piazza's pulsejet combustion chamber.



Al Garcia's Steam engines



Bob Shore's Hercules casting kit.



Bob Kradjina's Daul carb
Manifold.



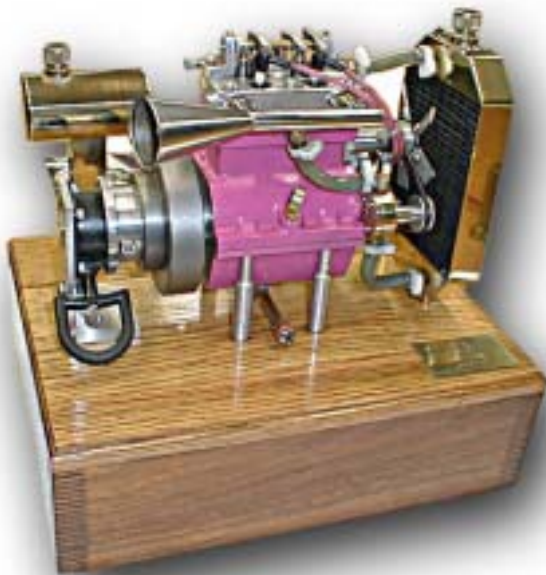
Fuel pump.



Mastiff Casting kit.

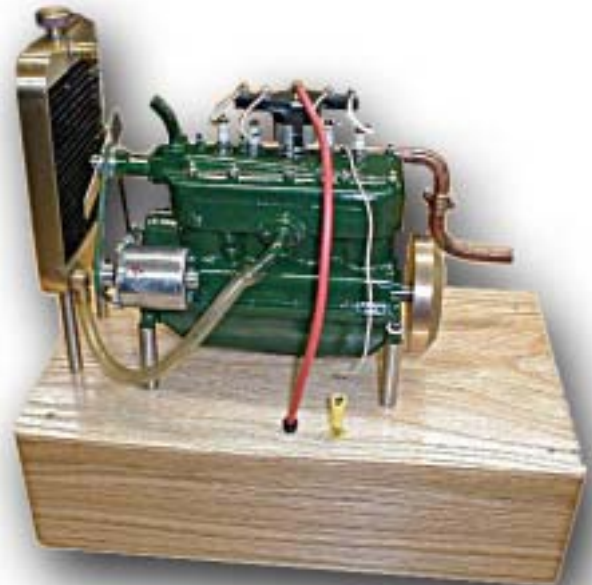


Al Vassalos's Original Sterling.



Ken Hurst's "girl" Silver Bullet. Powder painted
and new pull starter

Photos by Mike Rehmus



Lew Throop's Ford.

PRIME 2001

Photos by Ken Hurst



Roger Butzen



Larry Haagenon



Bob Kradjian



Bob Kradjian



Roger Slocum



Dick Pretel



Lew Throop and Roger Slocum



John Palmer



BAEM Club members