

# The Crank Calls



February 2014

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**MEMBERSHIP \$25.00 US**  
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**NEXT MEETING**  
**February 15, 2014** 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:  
3<sup>rd</sup> Saturday of the month except December

## **MEETING NOTES**

January 18, 2014  
Carl Wilson

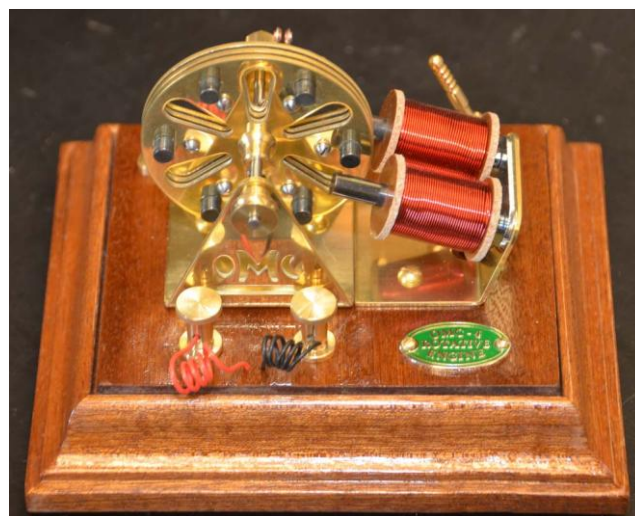
President Don Jones called the meeting to order at 10:00 am.

**VISITORS:** John Valentine and Gary Campagna were our guests.

**TREASURER'S REPORT:** Treasurer John Gilmore reported that while we are solvent and our expenses for printing and mailing the newsletter have declined he is recommending that we maintain the dues at \$25/year to cover the insurance premium increase by EDGT&A. John is exploring the possibility of obtaining coverage from another insurance company.

**CLUB BADGES:** If you need a badge, contact Mike Rehms (mrehms@byvdeo.com) who has offered to produce them.

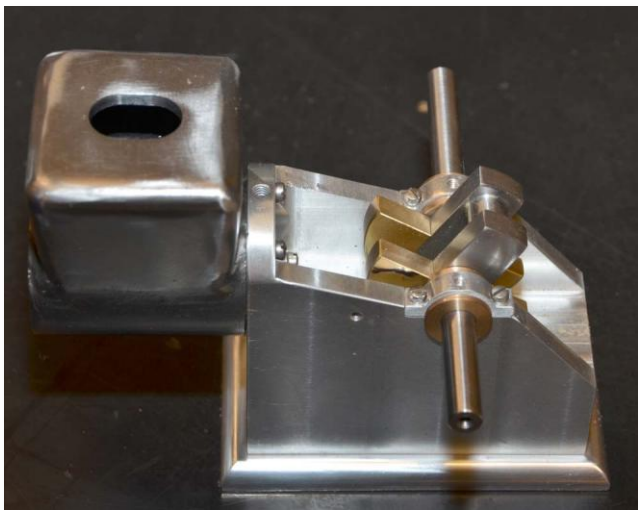
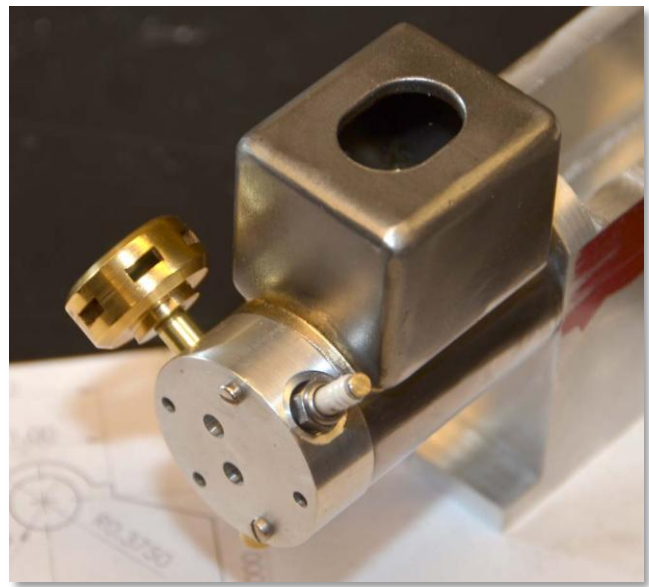
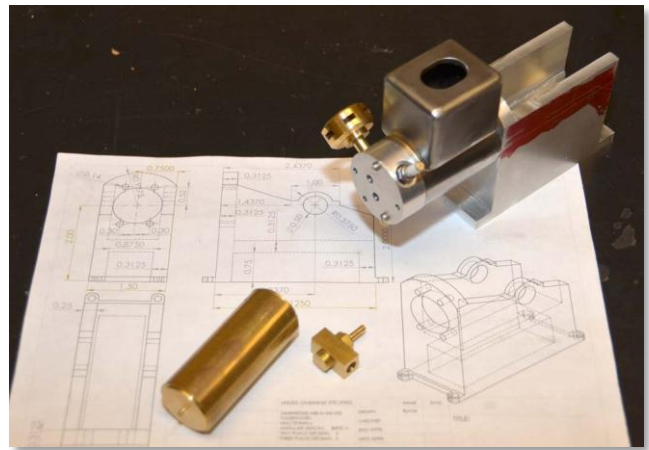
## **BITS AND PIECES:**



Ray Fontaine saw an ad for this OMC-4 Series 2 rotating armature solenoid electric motor by The Old Model Company. This is a machined parts kit ready to assemble and run. Current price is about \$250 plus shipping, etc.  
<http://www.oldmodels.co.uk/>



Dwight Giles made these grease cups and drip sight lubricators for his Upshur farm engine.

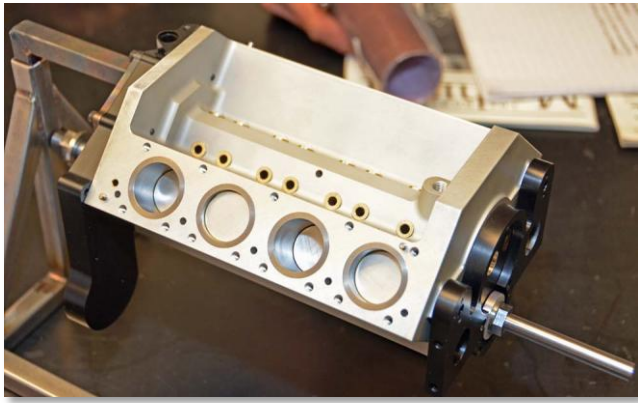


Here is Dwight's cylinder block, frame, and crankshaft. The cooling hopper is mild steel welded to the cylinder; the frame is 2024 aluminum and the crank is - well, I have a note saying HTS, so I'll go out on a limb and say the crank is 4130 chrome-moly which I know that Dwight uses for such things.

Mike Byrne was the recipient of a great gift, the cylinder and cooling hopper for the Upshur farm engine by Dwight Giles. The *quid pro quo* was "I'd the new owner to finish the engine," so Mike got to clicking on his CAD program and drew up the frame and started making parts. The cylinder head and frame are aluminum, and the muffler is brass. The two brass pieces on the drawing are, well I don't quite know what they are, so come to the February meeting and see what Mike brings in next.

Jim Freel keeps on turning out parts for his build of the Black Widow V-8 engine. Below is an overall view of the engine on its stand showing the block, cylinder liners, and pistons.





To the right is the oil pan view with the crankshaft, main bearing caps, and connecting rods. The rods had to be trimmed a bit to fit inside the cylinder liners and the crankshaft needs the oil holes drilled. There was an axial dimensional problem with the rod journals and the crank webs are not the same thickness. Jim is working on the supercharger now.



John Gilmore's crankshaft (above) for his Black Widow is a "village" project, as in "it takes a village to make a crankshaft." Dwight and John roughed out the crank with advice from Ken Hurst. Mike Rehmus was taking pictures and Al Aldrich was watching.

George Gravatt has a most interesting challenge (right) given him by Dwight Giles: two engine parts, not related in any other way and no plans. George says he won't make any drawings either but he thinks he can figure something out. This project alone should be motivation to attend the BAEM meetings for the rest of the year to see what George can make of them.

