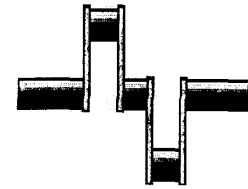


The Crank Calls

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



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February 2001

www.baemclub.com

NEXT MEETING

Feb 16, 2001

AT 8 PM

AT

PAUL BENNETT'S SHOP
3385 ENTERPRISE
HAYWARD, CA

IF YOU HAVE NOT PAID YOUR DUES, PLEASE DO SO.

That being settled, we enjoyed an evening of what we enjoy the most, talking about miniature engines and their manufacture.

Visitor included Jeff Miller from Vallejo, who brought a remarkable brass engine that he purchased via E-Bay. His story concerning this engine was shared with the hope that his experience will be instructive to the rest of us. The seller represented this engine as being complete except for a few details which could be easily remedied. Jeff won the bidding and when the engine arrived here from Australia, he found that it was not only missing pieces including bearings, but was essentially unrepairable with poor construction, holes in castings, etc. The camshaft didn't even have the lobes ground! It is now destined to be a display piece. There's a lesson here and thanks to Jeff for sharing it with us.

FIRST POPS:

Honors go to Ken Hurst for his nifty Silver Bullet. This is a Bob Shores design that has been improved by Ken's nice changes to the distributor, the addition of ball bearings instead of sleeve bearings, the omission of the bell housing over the

flywheel, and other elegant touches. He topped it off with home-brew, shocking pink, powder coating to the engine block. Be SURE to visit Ken's new web site at: nvbackflow.com/engines. There are useful links to other sites including our own (baemclub.com).

Ken tells us that our Southern BAEM member, Roger Butzen, has also finished his Silver Bullet and got it running shortly following Ken's. Send us a photo, Roger, we'll get it into the newsletter somehow. That also goes for Bob Haagenson, Jim Moyer, and other out of town members---let us see what you're making.

Speaking of Bob Haagenson, Dick Pretel tells me that Bob had a successful coronary by-pass and has recovered nicely. Best wishes to Bob.

BITS AND PIECES:

Dick Pretel showed us the latest installment of the Wall "F" Head engine. It is nearing completion, needing only rings and gaskets. It's a very original version of a Wall Four and beautifully done.

I showed a very small Cirrus made by the Profi group in the Ukraine. Would you believe that it a 1/12 scale engine? It is advertised as the smallest multi-cylinder, four cycle, en-

BAEM MEETING NOTES: JANUARY, 2001

Peter Brooks called the meeting to order at 8 PM. As this was to be the meeting with nomination of officers, we anticipated a fractious session with nominations, declinations, and insinuations. None of this came to pass as Pete explained that he, after serious consideration, had decided to stay in the power-challenged Golden State! Further, he said that he would be willing to wield the gavel for yet another year. All assembled agreed to this. The crisis averted, someone suggested that the entire slate of officers remain frozen in space and time. There were some glum looks exchanged by the involved officers, a couple of grudging nods, and by golly, we were off for yet another year of frivolity and good fellowship. Our group is healthy and we had 58 attendees.

The treasurer, Lew Throop, reports that we have approximately \$1200.

gine made in quantity, and I'm sure this is true. The bore is 0.335", stroke 0.354." The displacement for this engine is only 2 cc's!

The glow plugs are 3.5 mm. and are custom made. Here is a precious line from the printed instructions: "If you want to disassemble the engine it is suggested that you first practice on Rolex watch."

Lew Throop is progressing nicely on his Colonna Offy. He describes it as a "terror to build." Lew tells us that it required near perfect precision to get all the holes aligned. Completed for this meeting is a distributing log for the remote needle valves and a scavenging oil pump. Terror or not, it's a beauty to behold.

Bill Nickels showed us a crankshaft jig for a steam engine. The kit is from the PM company that displays at PRIME.

TECH TOPIC:

This will be covered in detail by Scott Overstreet, but our anticipated session with Ben Ridge was devoted to art of casting with silicone molds. Ben is clearly a master at this technique and has also produced a very nice video.

This exercise started with a request for a molded distributor cap for Ken Hurst's latest Challenger. Ben shared a host of insider type information on this subject. One technique that I liked was the notion of making a pattern, then going to silicone with the goal of creating wax duplicates. The waxes are then taken to a foundry for investment casting in the metal of your choice.

Book Review:

This may be the first book review for CRANK CALLS. The book is "Trustee From the Toolroom" by Nevil Shute (1960). The adventure novel is apparently based on the life of England's Edgar Westbury who designed the Sea Lion, the Seagull, and many other engines. Those wishing to leave their eldest as a deposit may borrow said volume from me. This out of print book is a rarity indeed and I'm told that it's the only novel in existence with a model engineer as the protagonist.

Older members will remember our own John Vietti. He lived in England for a time while working for Chevron, disappeared for a time and is now retired in central Wyoming. He will join our list of distinguished out of state members. John is interested in miniaturizing magnetos and is working on tiny Wico EK. We hope to see you at PRIME, John.

Speaking of PRIME, a Japanese magazine crew photographed us at the last show, and--true to their word--sent us a copy of a nice three page spread on our club members and their engines. This is added to the recent article from an English sports car magazine on our stuff.

The first model engine show for 2001 has just firmed up. This will be the Hillsborough Concours d'Elegance on May 6. Save the date, it's a great show and they loved our presentation last year.

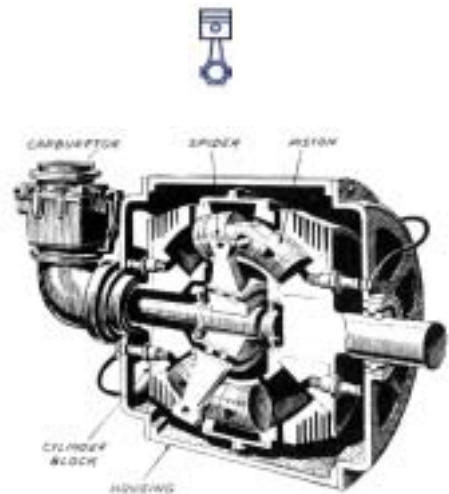
Bob Kradjian,
Secretary, BAEM



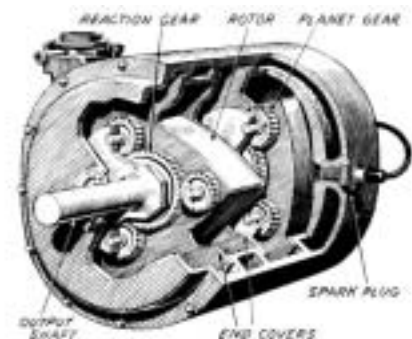
For Sale

Dynamite Model 2200 CNC Mill with manuals and connected computer for program storage. Little used and for amateur purposes only. \$3500. Chris Leggo (510) 247-0961, oinck1@aol.com

Dues that are not paid by March means no Crank Calls. Those of you that are late please send in you dues. I like printing as many Crank Calls as possible. Ed.



Selwood Engine



Jernaes Engine

Illustrations from "The How and Why of Mechanical Movements" by Harry Walton. An interesting book if you can

TECH TOPICS

BY
SCOTT OVERSTREET

Many thanks to Ben Ridge for a very informative and well received presentation. Ben's topic was the making of silicon rubber molds for use in the making of exact size reproductions of almost anything in resin, low temperature metals and wax for subsequent lost wax investment castings. To illustrate his topic, Ben showed the steps involved in the making of a custom resin distributor cap for Ken Hurst's Challenger. In his presentation, he showed his system's ability to accept almost anything as a pattern, silicon rubber's unique property to release from everything (but itself) and its ability to capture minute detail as well as its flexibility, toughness and wide temperature range. Some practical means of making one piece and split molds were discussed as were the sort of materials that can be cast directly in the molds. Ben showed part of his excellent video during his presentation and after an in depth question and answer period, he showed more to about the halfway point. He intends to show the last half of his video after the formal festivities this next meeting - he says that there is a section on doing transparent parts which he feels will be interesting and useful to some of us. I inadvertently neglected to tell you the addresses of Ben's web sites last month - so here they are: www.reproduce100s.com and www.cheekpieces.com.

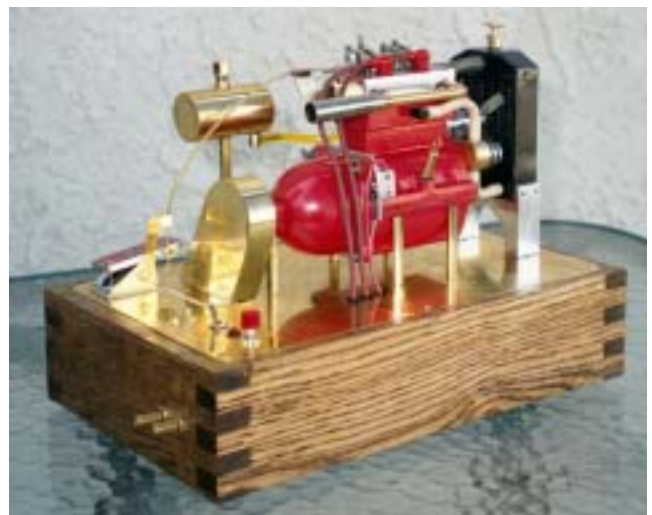
Our Tech Topic presenter for our February meeting will be Carl Wilson. Carl's topic of choice is "Rust Removal in the Home Shop." Carl tells me that he will present in three sections - "mechanical," "chemical," and "electro-chemical." I know that the first two sections sound like sandpaper and navel jelly, but don't be deceived. Carl has more to say than that, and I know that he has developed his "electro-chemical" art to the level of "high performance." I've seen Carl's process remove a grungy mess of paint, grease, and rust to clean metal in one shot. He will bring some samples. Come see for yourself.



Ken Hurst

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Roger Butzen



Jeff Miller
Down Under Wonder



Dick Pretel
Wall F Head



Cirrus Profi Group
Bob Kradjian



Crank Jig
Bill Nickels



The Offenhauser Project
Low Throop



Gannet

