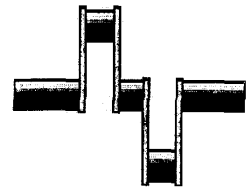


# The Crank Calls

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

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July 2001

[www.baemclub.com](http://www.baemclub.com)

## NEXT MEETING

21 July, 2001

AT 10 AM

AT

Robert Schutz's SHOP

366 40th St.

Oakland, CA



**Bring your engines.  
This is an Run Your  
Engines meeting.**

## MEETING NOTES

### BAY AREA ENGINE MODELERS

June 16, 2001

Secretary, Bob Kradjian

The meeting was called to order by President, Peter Brooks. The main business of the day, however, was the annual swap meet. It provided a lively time with excited clumps of members gathering around the offerings of the latest arrival.

Our sole visitor was Roger Slagle, a friend of Rudy Pretti. Roger is noted for his restoration of Rolls-Royce automobiles in his Richmond facility. He tackles both the bodies and the engines and is interested in miniature engineering.

Although not exactly a visitor, we were delighted to see our good friend and member "Andy" Anderson. He was visiting from Texas and expressed a desire to come back to the Golden State, traffic and all. Come on back, Andy.

Treasurer, Lew Throop, says that the club is still solvent and has about \$1500 on hand.

## FIRST POPS

Rudy Pretti brought in his fresh Economy. It is a beauty! Rudy said he was tired of the other guys doing the polish and paint deal and joined them. This is Rudy's first hit and miss engine and is, of course, based on new BAEM member Joe Tochtorp's casting and plan set. This engine is no different from Rudy's Wall four in that it runs extremely well. I don't think that I have seen a small hit and miss run as slowly as this. It is self-contained with the ignition apparatus in the base.

Dwight Giles has finished his two Upshur farm engines and has had them running at home. Please bring them to the July meeting, Dwight. What is it about Upshur engines? Our estimable newsletter editor, Jim Piazza, is in the process of building four of the vertical Upshurs.

New member, Al Garcia, had "first hiss" with his hot air engine. He is working out the details and will show it when it is finished.

Our thanks to Dick Pretel for a nicely researched and presented talk on the Loctite product line. What did we ever do before Loctite? Scott will provide details.

## **BITS AND PIECES**

Steve Jasik brought several very fine looking pieces from a Corliss steam engine project. Steve has programmed his CNC equipment to produce two complex pieces.

I had "first whir," if that counts, with my electrically powered new project. This is a cut-a-way single that demonstrates the four stroke cycle. This piece is to augment the four cylinder cut-a-way engine that has proven popular with kids (of all ages) at our engine shows.

Jim Piazza tells us of a new project, a pulse jet of all things! The head is about 3 and 3/4 inches and the pipe 2 inches in diameter. He spoke of a die to cut the reed valve. Our members are certainly versatile. Speaking of Mr. Piazza, he is doing a great job with our fledgling web site. Check it out from time to time at [baemclub.com](http://baemclub.com). We all appreciate the effort Jim makes in providing us a newsletter each month.

Ed note: I spoke to Rudy Pretti and he suggested it would be more cost effective to use Chem Milling to make the reed valve, rather than having a costly die made.

Ken Hurst is making is also making a nice contribution to the miniature engine hobby with his web site, Ken's Model Engines.

## **EVENTS:**

The Palo Alto event will be covered in the next newsletter. We were officially invited to put on a small showing at the very nice Blackhawk Auto Museum open house that follows the Pebble Beach Concours. This is scheduled for Monday, August 20.

We have also been invited to show at a Santa Rosa Car Show, I will discuss this with the membership at the next meeting. This show is the successor to the discontinued Silverado Concours.

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# TECH TOPICS

BY  
SCOTT OVERSTREET

Now that we have been brought up to par when it comes to Loctite -Thanks to Dick Pretel - What's next? Well, nothing as far as Tech Topics is concerned - but only nothing this July meeting. Tech topics is going on standby for a month while we have an engine run meeting. Set the fans up Robert! Next and following years, I'd like to see this be a regular June happening . This will put our summer run with equal fore and aft spacing from our Christmas engine run party and would also free me up for my yearly traverse to the Coolspring Power Museum meet in Pennsylvania - more about this operation some other time. – Back to Loctite:

After Dick's excellent presentation, I read his handouts and came to the realization that a couple of things presented within and by Dick are worth visiting again due to their apparent importance. Referencing the familiar Loctites like 222, 242, 262 thread lockers and 620,640, 660 and 680 retaining assembly compounds, I've lifted the following from the above sources with a little editorial license:

“These products cure to a tough solid when they come into contact with metal ions in the absence of air. Primers must be used on inactive surfaces or the adhesive many not cure.”

Here are the Active and Inactive materials lists from the handouts:

Active: “Brass, copper, bronze, iron, mild steel, nickel”

Inactive: “Aluminum, stainless steel, magnesium, zinc, cadmium, titanium, plated or coated parts...”

Whoops - aluminum and stainless are on the bad list and where do the higher performance steels fit in?

I called Loctite's “tech support” number and started asking questions. “Does 6061 aluminum need to be primed?” – “No, there is enough copper in the alloy - but, if the fill gap at any place in the joint is over 0.003”, yes.” “How about tool steels?” - “Recommended, but if the gap is close and the other side of the joint is active, then maybe not.” This sort of questioning, with soft answers returned, went on for several more exchanges to the point where I questioned; “How about, as a standard operating procedure, we clean and prime everything just to be sure.” The answer was: “That's by far the best way to go; primer never hurts anything.” I asked about cleaning - The answer was to use pretty much anything that will cut the contamination, like Dick was told, but the guy who talked to me suggested to at least finish cleaning with acetone (which turns out to be the base solvent now used in the common “N” and “T” primers), and then, after the acetone rinse dries, to always use a shot of prescribed “primer” to get the necessary ions to insure a predictable bond. This was after I had questioned the high cost of their primer. I'm sure Loctite would like you to use straight primer as the cleaning solvent. Maybe it's like the computer industry – give away the printer and make money on the cartridges and special paper. Anyway, read Dick's handouts and call Loctite for more into. Both Dick and I found that the Loctite Tech Reps are easy to talk to and very helpful but apparently some guys tell you more than others, and you may have to pump a bit. Enough said on the subject. Remember, no Tech Topics this next meeting; bring engines and a guest or two.



**Bob Kradjian's Demo Engine**  
A big hit a Palo Alto Concours



**Rudy Pretti's Economy**



**Dick Pretel giving his Loctite Tech Topics presentation .**



**The offerings from Chris Leggo.**



**Joe Tochtorp displaying his wares.**



**Dwight Giles and Carmin Adams looking over some items they can't live without.**

Note from the Ed.:

As I was finishing up Crank Calls for this month I wondered what else could be put in the newsletter. Just then I heard the lightning sound signaling an email. I popped it open and there was an email from our member Clen Tomlinson of the UK. He is constructing a Deltic 36 cylinder. See the web page for more information on this engine or the May 2001 issue of Crank Calls. I would think Clen is a little modest when he wrote "I have been making some progress". It would be great if any of us could make that kind of progress.

We all thank you for keeping us up to date on your project.

Jim

Hi Jim,

I trust all is well with you all over there.

I have been making some progress with the Deltic model so thought I would send you some more pictures to circulate amongst the members. I won't attempt to give detailed descriptions so if anyone has any questions just mail me. there follows eight pictures.

No 29. Trial assembly of the cylinders and cranks viewed from the timing end (rear). No liners or pistons.

No 28. Top view, timing end to right.

No 25. Another top view from timing end.

No 20. 1 cylinder block assembly.

As an indication of size the cylinder assembly is 20cms long.

Hopefully you will be able to see it "in the flesh" in September.

All the best ,

No 13. 3 components of cylinder assembly.

No 22. Exhaust end of cylinder.

No 21. Inlet end of cylinder.

No 23. 3 crankcase/main bearing assemblies.



29



28



25



20



13



22



23



21

# For Sale

**12"x36" Craftsman** (Atlas) lathe with milling attachment. Lathe is in very good condition. Complete set of change gears, original manual and parts list. Four jaw chuck,  $\frac{3}{4}$ " head stock and  $\frac{1}{2}$ " tail stock drill chucks, face plate, tool holders, boring bars and holder. Steady and follower rests, wood working attachments.

Excellent starter lathe.

Asking \$600 for quick sale.

Howard Hoffman 707-552-8877