

The Crank Calls

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

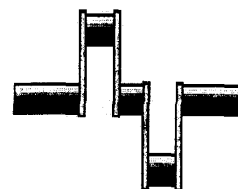
President.....Ken Hurst.....707-257-2481.....icengine@napanet.net

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

TechTopics..Scott Overstreet.....650-941-3714..scott@becklawfirm.com



October 2002

www.baemclub.com

BAEM PRIME SWEEP

4 1st place honors and best of show.

CONGRATULATIONS!

NEXT MEETING

19 October, 2002

AT 9:30 AM to

2:30 PM

AT

Spreckel's Lake

Golden Gate Park

San Francisco, CA



November Meeting

Blackhawk Automobile Museum

December Meeting

Holiday party and engine run.

This will be a pot luck party.

Two months and it will be that time
Again..DUES.

You can get you Dues in early this
year and avoid the rush.

Meeting Notes

September 21, 2002

Bob Kradjian, secretary

We had a good late summer turnout with 46 attendees.

Our new member was introduced; Jeff Miller met us at the GoodGuy's show and liked what he saw. Jeff has purchased a lathe and a mill and is ready to go! Visitors included Israel Moreno and Brian O'Connor. Additional new members will be introduced in our PRIME report.

All members are encouraged to bring anything you build to the "bits and pieces" portion of our regular meetings. It doesn't have to be finished, and we love to see projects brought in monthly to view the progress. Our next home meeting will be in December.

My special events report centered on the Wooden Boats show that we are partnering with the San Francisco Model Yacht Club. Remember, the October meeting will not be at our usual place. We will be at Spreckel's Lake in San Francisco's Golden Gate Park. The intersection is Fulton and 36th Avenue on the Northern (SF) side of the Park. The time will be 9:30am to 2pm. Bring a jacket. The mornings can be cool. It will be a great time to show our engines and see some of the best wooden model boats in the world.

Remember! The November meeting will be at the Blackhawk Automobile Museum. Details and a map will be provided in the next newsletter. That should be another great outing.

Help needed! Jim Piazza, our great Newsletter editor and the man who put us on the Internet, tells us that he must be relieved of this task in January. We need help. There is a good supporting group working with the newsletter editor. It's a great job and Jim will be available to help during the transition period. He will then be able to devote more time to further developing our already excellent club web site

First Pops:

John Palmer ran his full-sized Wright Model "B". The engine has run for over one hour. It will be shipped to Maine, installed into a Wright replica, and flown! The Model "B" engine was used by the Wrights from 1908-1911. But, even by then, they had not developed a true carburetor. A 1/4-inch tube furnishes carburetion with 6 #80 holes drilled at the factory. There is also a petcock for the general flow control. John also has his number one engine on display at the Hiller Aircraft Museum, where there is also an original number 41 Wright engine.

Gordon French, is staying active with railroad miniatures. He recently refurbished packing glands and fired up the steam chest on his latest locomotive.

I started a Red Wing hit and miss engine assembled from a mechanic's kit. It fired up immediately, ran for exactly four minutes, and then broke a crankshaft. A phone call to Vic Greenwood brought the news that the engine was dropped in shipment causing the fracture. A new shaft was sent out and I installed it with the result that it ran well at the September meeting. I have torn it down again, painted the cast-iron castings, installed a new piston with an O-ring to reduce friction, and should have it to show at our December meeting. My, my! Dressing up large cast-iron castings is a filthy business. Does anyone have any short cuts for this activity?

Pat O'Connor got a few pops out of his unique and nicely done overhead cam Wall Four at the PRIME show. It seems that the engine has a few ignition bugs that should be shortly eliminated.

Bits and Pieces:

Carmin Adams showed us his progress on the ambitious three-cylinder, type R, Fairbanks-Morse engine. This is a 1/8th scale model with a 1 3/8" bore. The full-sized engines were produced between 1908 and 1914. They originally came in 2, 3, and 4 cylinder configurations. The casting set and plans are from Bob Bromps at Pacific Model Design (www.pacificmodeldesign.com). The casting quality is excellent, but Carmin found that cast iron doesn't bend. In attempting to "tweak" a casting—a loud snap was heard, and Carmin is in the market for a new casting. A unique feature of this engine is an air-start device. Ken Hurst was so interested, he is thinking about buying a set of castings.

Chris Leggo has resumed construction on a six-foot steamboat project that he started 29 years ago. To keep it from being another quarter-century deal, he is electing to use electric power. It is a model of the William Daldy harbor tug.

Carl Wilson is building the Morrison and Martin "Mery Explosive Engine". This is a quarter-scale model of a six-stroke cycle engine that fires on both sides of the piston. The gear reduction is 3:1 on a six-cycle engine instead of the usual 2:1 ratio. Michael Mery developed the original engine in Chico, California in the later years of two centuries ago ie. 1895. The kit is of high quality and provided by Roland Morrison and Gary Martin.

Shannon Lile showed his nice Economy-Arco Hercules gas engine. He is fully involved in the final tuning phase of development and showed it at PRIME.

Dick Pretel showed that latest Dave McMillen CNC-generated pistons and rods. They are beautifully done and will speed up a job of building an engine. The rods are for a Wall 50cc. Four or a Challenger. Piston rings should be available shortly. See Dick for details. See Dick run.

Ken Hurst now has the rotors installed in his Root's supercharger for the big V-8's that he and several other BAEMers are building. It seems that Ken and John's (Vlavianos) casting sets may be commercially available very soon. Ken also showed his 90-degree V-8 crankshafts. Oil passages were drilled for pressure lubrication, the end-hole on the crank web was plugged with a Heli-arc weld.

PRIME REPORT

It really couldn't have been better! The weather was gorgeous, our club had a huge turnout, we signed up new members, and best of all—our club took home four first place ribbons and also a fifth prize—"Best of Show".

It was wonderful to get together with some of our out-of-area members (Moyer, Washburn, de Rancogne, Tomlinson ("Clen"), Chernoff, Butzen, and Haagenson. Not making the out of state trip this year were Vietti and Shores.

The coveted "First in Automotive" prize went to Jim Moyer for his incredible, very tiny, overhead cam, in-line four that he has named the "Coyotee". The bore is 0.412". Jim has been showing this little gem since the first PRIME in 1997 and well-deserved recognition finally came to this extremely talented and very nice person. To the best of my recollection, this makes the fourth "First Places" in automotive earned by BAEM members over that past six years. Hey, four out of six "ain't" half bad!

Roger Butzen fashioned a new crankshaft for his supercharged, overhead valve Challenger. He is the first to show a "blown" engine in the U.S. as far as I know.

Another first place went to Dave Palmer for his nicely finished unique internal geared steam engine.

Our latest new member, Jerry Hale, won the first-place award in Aircraft for his all-original and all-new rotary piston engine. This engine, with a 1.5" bore and 0.5" stroke is a screamer! I'll leave the details of the construction for Jerry to explain later. He revved the engine up several times outside the hall for an amazed audience. As the last award of the presentation ceremony, he also won the coveted "Best of Show."

Your humble scribe won a First Place ribbon for his "Four Cycle Demonstrator". When combined with the "Visible Four" popping away, it makes the workings of an internal combustion engine accessible to all.

Speaking of the Visible Four, Randall Cox—whose fertile brain originated the visible four engine—not only joined our club—he brought his latest version of the Visible Four. It's a beauty with forced air-cooling for the cylinder fins and an improved intake manifold and carburetor, and adjustable spark timing. It just ticks over; Rudy Pretti clocked the idle at only 350 rpm.

Mike Neal, from Florida, showed and sold his ignition systems at the show. I bought one of his "drivers" and a coil. Report will be coming later. Mike is a great guy and also joined BAEM at the show. Vic Sprajc also has joined our group. Welcome to all.

I won't attempt to name all the BAEM members and their contributions, it would take too long and I would leave someone out. It's safe to say that nearly half of our club made the trip to Eugene. Our engines were whining, snarling, screaming, popping, and generally livening up the joint for the entire weekend. It was definitely our best and biggest club showing to date.

See you at Spreckel's Lake!

TECH TOPICS

BY
SCOTT OVERSTREET

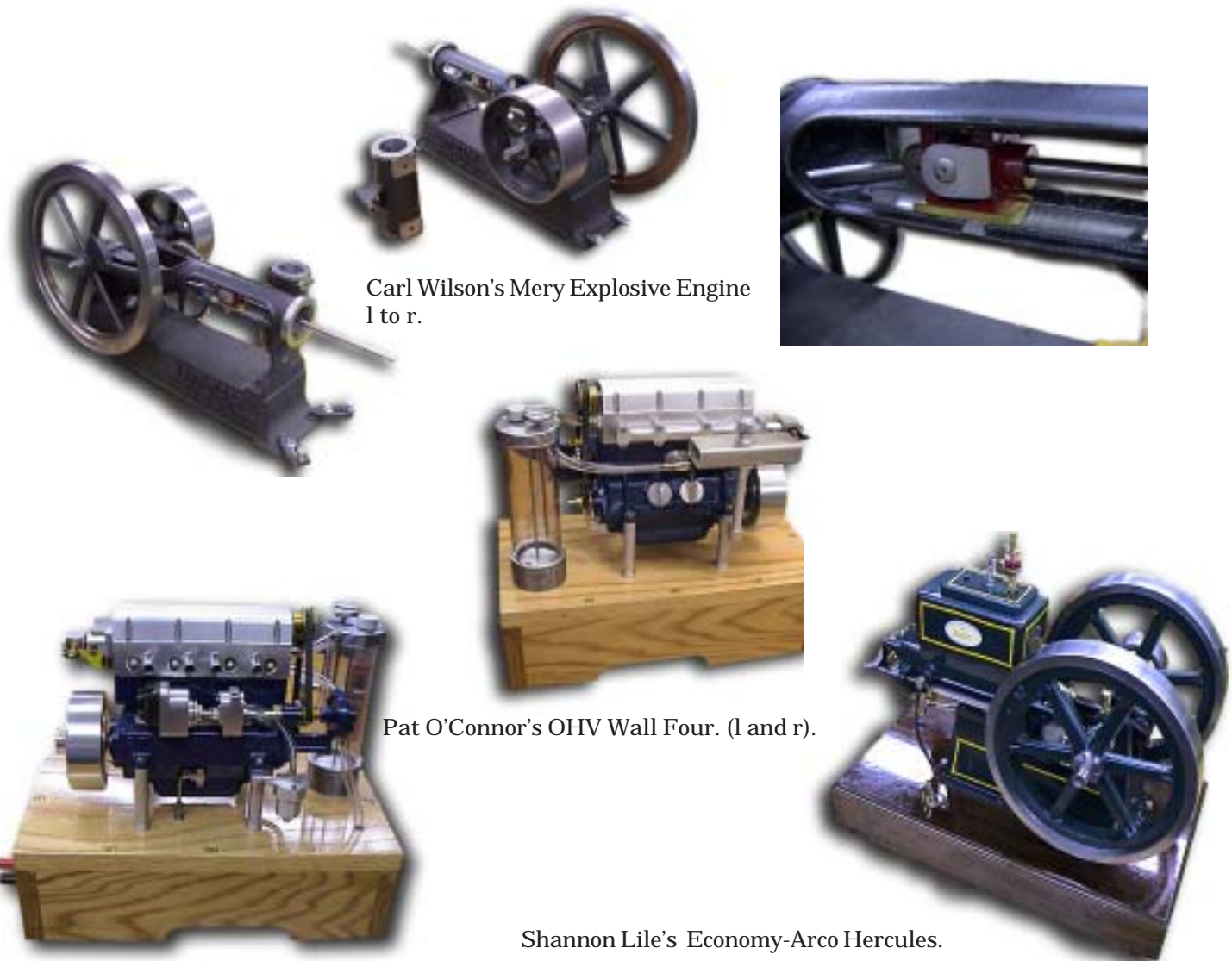
Carl Wilson did an admirable job of hitting the high spots in the task of "finding" the desired end parts in the sort of castings that one finds when he opens a typical engine kit package. His effort was in answer to several requests for some presentations aimed toward the beginners in our hobby. Carl's presentation was quite appropriate as not only the beginners gave Carl and me a "yeh! yeh!," but even a couple of old timers, with many successful engines to their credit, came forth to say that they learned something that they considered valuable too. This was all very satisfying to me as this end result is just exactly what I have been trying to have happen as the result of each Tech Topic session – to say it in other words – to extract some valuable knowledge from the expertise that walks into our get togethers each month and send it on with others where it

can do further service. And just a bit more – I heard a couple of guys in the front office expounding a couple of times ago about the talent that shows up each month – and there was no exclusion of the beginners from this assessment; their final conclusion was that there wasn't anything technical that our group together couldn't do which gets me to my familiar pitch. I, as usual, need new subjects and speakers. As there will be no Tech Topics until our January meeting – boats at Spreckel's Lake in October; cars at Black Hawk in November; and engines and eats in December at Robert's, there is no critical hurry yet, but just the same, please don't forget me and us. Appropriate subjects to broaden our knowledge are of course engines, machining and material subjects with some beginner level talks or at least some talks that are started from the beginning and also how about some related subjects that you figure will be interesting and do you know of any, in the area, field trips that would draw a good turnout? Give me a call at 650 941-3714 or an e-mail at scott@becklawfirm.com with your ideas.

Now back to last month. Carl used his Mery Explosive (let's hope it doesn't) Engine project to present the value and necessity of first planning your order of machining processes, then laying out the project based upon an appropriate "datum" point and then the practical fixturing of the project to allow machining while maintaining the datum reference or a derivative of it. His presentation was sort of a tutorial paralleling IBM's old sales promo "Think" and the follow on to it "Think (or was it "Plan) Ahead." During his presentation, Carl used a surface plate, height gauges, a precision 90° and other measurement and marking tools; the demonstration of which a couple of our beginners told me that they found especially informative. Good job Carl!

And, I just heard from Gio – the scooter project is on track – we just might have a demo or maybe even a race at our Christmas party, and she has a new product to push – an internal combustion golf driver – ye, I said internal combustion – but more about that next month. See you at Spreckel's Lake –

Scott





Ken Hurst is make good progress with his blower project.



Chevy and Ford style 1/4 cranks by Ken Hurst.



Carmin Adam's 3 Cylinder project and head details (cw).



Who is the builder of this engine?

Photos by Mike Rehmus.



Bill Nickels's improved Flame Eater.

PRIME

Pacific Rim International Model Engineering

2002



Jim Moyer Automotive category



Jerry Hale First Place Aviation and Best of Show



Bob Kradjian Miscellaneous category



Dave Palmer Steam Category

Photos by Ken Hurst



Napier "Deltic" 18-cylinder, 1/18-scale, opposed piston, marine engine developed by Clennell Tomlinson of Broadbridge, Heath, England



Dick Pretel's Custom Challenger V-8



Pat O'Connor's Wall Four Overhead Cam



Ken Hurst



Bob Kradjian's Model A Ford flat head



Working Model of an 1800's Steam Drilling Engine By Bill Nickels Member of BAEM

For more photos of PRIME, visit Bill Nickels's Website at <http://albums.photo.epson.com/j/AlbumIndex?u=4055757&a=30371937&f=0>



Randall Cox and The Visible Four.



Prime Dinner party.



Prime photos by Bill Nickels