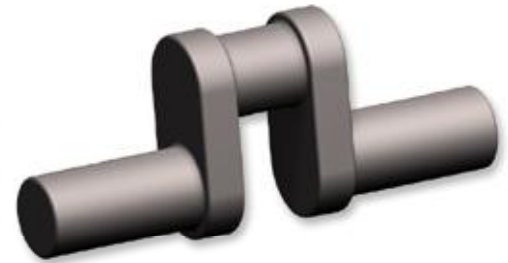


# Bay Area Engine Modelers Club, Branch 57 of EDGE&TA

## The Crank Calls



April 2013

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### **MEMBERSHIP \$25.00 US**

Contact Ken Hurst at  
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2650 Indiana Street  
Napa, CA 94558

### **NEXT MEETING**

April 20, 2013 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:

April 20, 2013

May 18, 2013

NAMES April 20-21 Detroit, MI

Pacific Coast Dream Machines - April 27-28 in  
Half Moon Bay, CA

### **MEETING NOTES**

March 16, 2013

Bob Kradjian, Secretary

President Don Jones called the meeting to order at 10:01 am.

**Guests:** Steve Ridgeway. Steve has been interested in miniature engines for some time and wants to join up with a group of like-minded folks. Welcome, Steve.

**New Member:** Welcome to Thomas Guckian in Mesa, Arizona.

#### **EVENTS:**

Pacific Coast Dream Machines will take place on April 27 and 28 at the Half Moon Bay Airport. 10 to 4 pm, come early to avoid heavy traffic on Highway 1. John Palmer plans to be there with his fine display.

NAMES will be April 20 and 21 in Michigan at the Yack Arena south of Detroit. Details available at: [namesexposition.com/expo.htm](http://namesexposition.com/expo.htm).

Cabin Fever has been shifted from the dead of winter to just a few days before NAMES on April 13-14 in York, Pennsylvania.

**GEARS:** We have learned that GEARS will reappear this year! The dates will be: September 27-29 at the Oregon Rail Heritage Center in Downtown Portland, Oregon. This will be in a new site, a railroad museum.

The Palo Alto Concours will be at a new site this year. June 30 at the San Mateo Fairgrounds. We will make a club appearance again. See <http://paconcours.com> for details.

Our Michael Cooper is having a show at the Museum of Craft and Design, 2569 Third Street, San Francisco. For a short video see: [dailyca.org](http://dailyca.org) and click on A & E. The show is titled: "Michael Cooper: A Sculptural Odyssey, 1968-2011". For a more rounded picture of Michael's genius, go to: [www.michaelcooper.us](http://www.michaelcooper.us). We are fortunate to have the company of Michael, he is a true National treasure.

Machine Tool Scraping Class in Berkeley, CA. Richard King of King-Way Scraping Consultants will teach a class of 36 hours (4 1/2 days) condensed into 3 days. Fri. May 31 to June 2 in Oakland. 8am-6pm. It will be intense! . All needed materials will be provided. Cost \$750. \$375 to hold your place. \$375 at beginning of class. Deposit refundable if you cancel by May 15. Contact: Tel 510-841-1800 or [d\\_mayeron@hotmail.com](mailto:d_mayeron@hotmail.com)

**TREASURER'S REPORT:** We are solvent. Our club insurance has been paid up at \$1068.00. There was a sharp increase in cost due to heavy claims from other clubs for accidents. Mike wonders if the insurance is in place if we don't specifically report the event. This would be especially at the smaller shows. Let Ken know and he'll sign us in. Current EDGE & TA badges and membership cards are now available to all members.

Checks for dues can be mailed to Ken or given to Ken or Dwight at club meetings. June Chenot, Lou's wife, sent in the club dues from the Ozarks. Lou finds Crank Calls as one of his favorite newsletters and June reads it too. People are still talking about Lou's fabulous Duesenberg shown at our first WEME-GoodGuy's show two years ago.

**FIRST POPS:** There were no first pops.

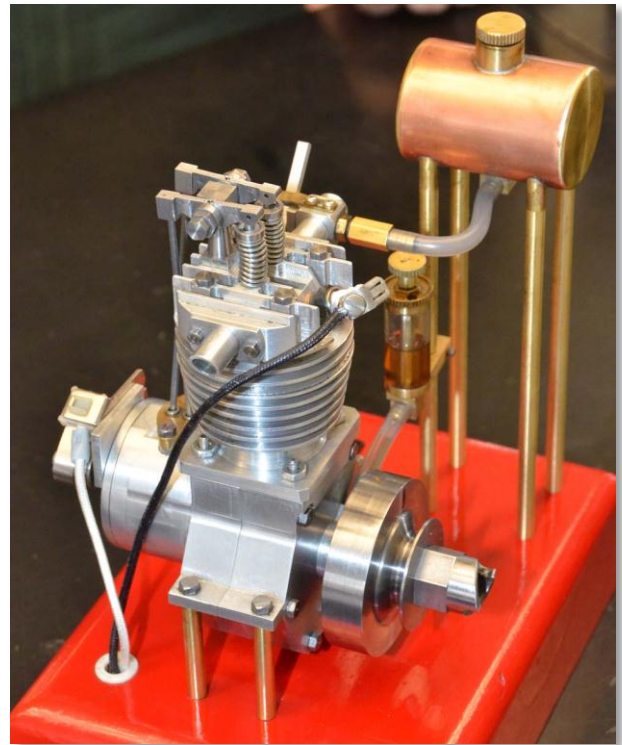
### **BITS AND PIECES:**



Bob Johnson showed us an antique "Fish" racing carburetor. He remembers seeing these carbs on winning cars at the Vallejo Speedway in the 50's. It's an odd and very unorthodox device. After the meeting several of us spent a good bit of time trying to figure out its features. The best way to learn of this carburetor and its designer is to "Google" the Fish carburetor---you'll possibly learn more than

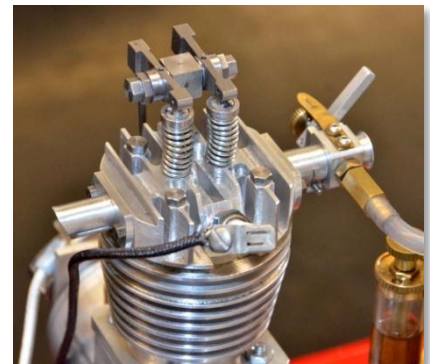
you wanted to. It truly is a fascinating story and a good read for you automobile history buffs.

Jim Freel is taking a month off from reports on his progress with a Black Widow V-8. It seems that the CNC mill he uses required maintenance.



Joel Cohen brought his Edgar Westbury "Kiwi" machined from the solid. His CAD designs are available for share with other members who wish to take on the same task. The engine "pops" but will not sustain. He also is noting backfiring through the carburetor.

The carburetor was a gift from Dick Pretel after his talk on carburetion at an earlier meeting. A round-table discussion on compression, timing, coils, and timing followed.



Steve Jasik has been shopping on line again at dx.com. This Chinese company has bargains on a variety of electronic and optical devices. He has devised a halo of LED's for his mill and is now embarked on a side light for the business end of the

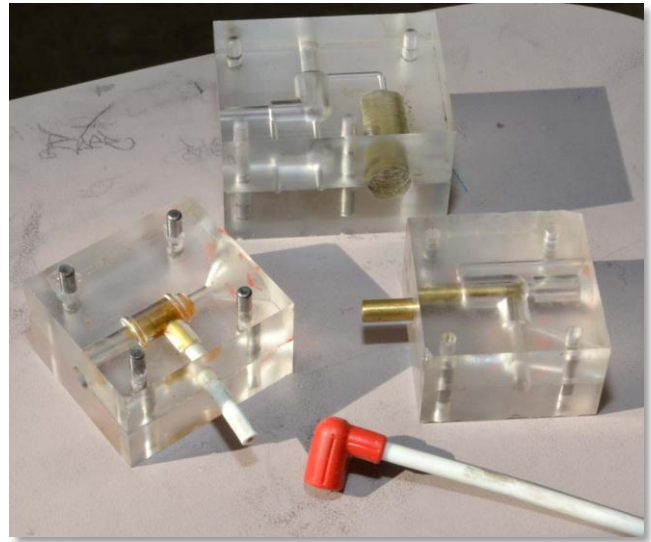
mill spindle. Steve devised a fan for cooling and a dimmer to prevent blisters on the retina. Paul Denham likes to pick up the articulated arms from the old Swedish student lamps. These can be fitted with modern lamps and swing easily out of the way.



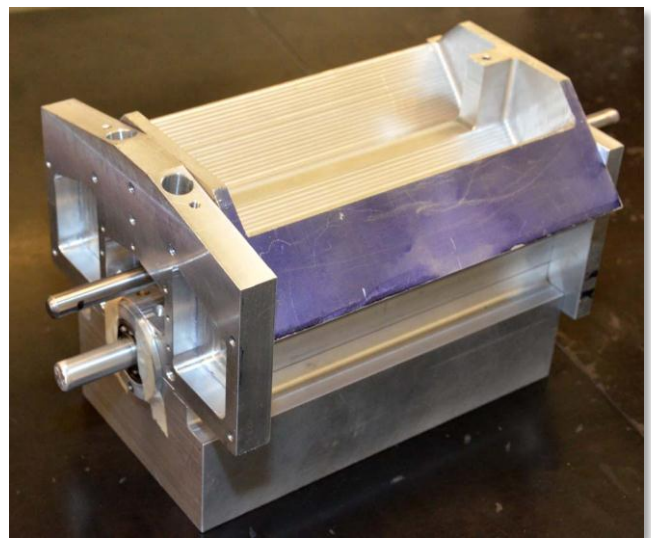
Larry Pezzola showed us two items. The first was a Maytag two-cycle hit and miss engine that he started years ago and hopes to finish. A great deal of the build is finished and has the classic flywheel with the fan blades as spokes. The second item was an antique computer. This was the second Altair 680 computer, quite a bit smaller than the initial one that started the craze a year earlier. "What will it do?" was a common question. Larry detailed the primitive nature of the storage and software available in the 1970's. This was in response to the short article about BAEM and the history of Silicon Valley. For a remarkable story of the importance of the Valley, I strongly recommend an hour with a You Tube documentary: "The Secret History of Silicon Valley". This one-hour presentation by Steve Blank (a Valley historian and venture capitalist) provides an important side of Valley history in the 1940's and 50's. You may be surprised to learn that research there probably saved World War II for the Allies.

Mike Rehmus reported on the Humbug engine build in Model Engine Builder magazine. He showed the fixture that will aid in the machining of the rear plate rotary valve. The business of drive washers for propellers was also discussed. He made two different versions. One of them involved a sine bar and "Jo" blocks for the correct angle. The other was simply a knurl. Knurling is acceptable for big, sturdy lathes, but the smaller Sherline lathe is taxed by this.

Don McRae got some help from other Mach III Software owners and was able to build a controller to replace his keyboard and mouse.

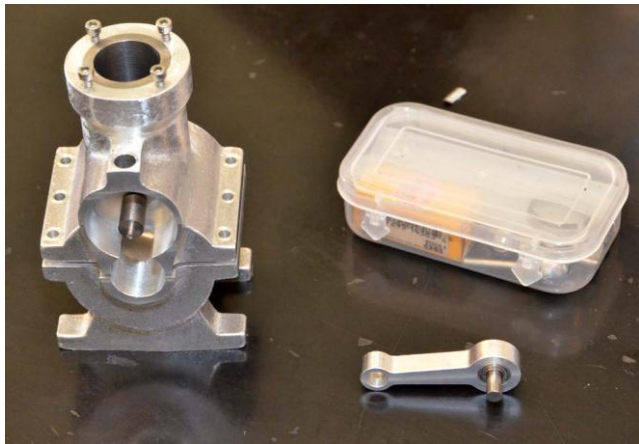


Dwight Giles and Jim Piazza are collaborating on the spark plug cap project. They are using a mold material that is harder than their first run. The molding material comes from U.S. Composites, Inc., 561/588-1001. West Palm Beach, Florida, 33407. The Kit 75-60 with 16 ounces of urethane rubber is \$15.00. They use a spray can of Poly-Ease 2300 mold release at a cost of: \$10.25. They provided a variety of tips on the complex business of making and filling molds. The result is a lovely spark plug cap that is usually a non-scale part of most model engines.



John Gilmore showed us his steady progress on his version of a Black Widow V-8. It now sports two dummy shafts in the bearings for the crank and

camshafts. He has the front and rear covers machined. Next month he will start the cylinder boring process. A crankshaft of stress proof 1144 steel is in the future. He is considering the use of a tool post grinder instead of cutting tools to shape the journals. The business of thrust bearings to determine end-play on the crankshaft took up considerable discussion time. It seems that Ford uses a center bearing to set the amount of thrust, Chevrolet uses the rear main bearing. He plans a hang-on starter that will eliminate the problems of ring gears, Bendix drive, and a Torrington clutch bearing. He plans to run this engine without any provision for liquid coolant. This seemed to raise the hackles of some members, but it's entirely safe for show demonstrations. I've been running a Challenger without cooling for some years, and the late Frank Kurz was far bolder. He would run his Wall Four until it seized! He would then remark, "No problem it'll be fine when it cools down." And it was!



Lon Keeth is finishing up a "Little Devil" designed by Bob Shores. His questions about piston rings, material for pistons and cylinders, spark plug wire, and oilers were carefully considered by the group. Suitable answers were provided. Lon hopes to have it running by August for the WEME Show. Speaking of the WEME show, the GoodGuys are kind enough to list "Huge Miniature Engine Display" on their official brochure. Is a huge miniature engine like a jumbo shrimp? Just asking.

Ken Hurst reported on his trip to Southern California and the Sherline Museum in Vista. He saw the Bugatti 35B 1/8th scale model loaned to the

museum and marked "On loan from the Bay Area Engine Modelers". George Gravatt's twin flywheel opposed piston engine on display was retrieved. Ken gave us a photo tour of the museum and the displays. He described the lovely engines of the late Lee Root, the scale Corsair and P-51's of Dr. Park, and amazing miniature guns. It is worth noting that our club has three "Machinist of the Year Award" winners. The first was Al Ingersoll, the second is Lou Chenot, and the third is honorary member George Luhrs. The museum visit was followed by a visit to Jim Kipp's amazing garage. Ken showed us views of several Black Widow V-8's under development as well as other amazing automotive items in Jim's extensive collection.

President Don Jones reminded us that "Your Old Time Book Store" now handles the discontinued line of the Lindsay self-published books. See them at: [youroldtimebookstore.com](http://youroldtimebookstore.com). There is also Camden Books in the U.K.. This site is available on line as: [camdenmin.co.uk](http://camdenmin.co.uk).