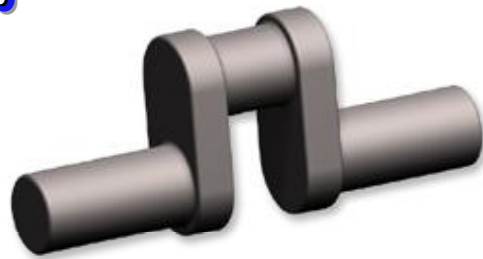


The Crank Calls



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MEMBERSHIP \$25.00 US

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NEXT MEETING

**April 21, 2018 at
Golden Gate Live Steamers
Tilden Park
Berkeley, CA**

Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

BAEM meetings 3rd Saturday of the month

- April 21, 2018 @ GGLS, Tilden Park

MEETING PLACE FOR April 21st

We will meet this month (April) at the Golden Gate Live Steamers meeting room in Tilden Regional Park, Berkeley, CA.

MEETING NOTES

March 17, 2018

Bob Kradjian, Secretary

President Paul Denham called the meeting to order at 10:00 am in the meeting room of the Golden Gate Live Steamers

VISITORS: Jean Baker, from Sacramento came in today with Bob Hettinger. Jean is a prolific builder and a frequent e-mailer with Paul. Welcome Jean!

Steve Hazelton introduced Michael Bouyer, a professional videographer, who will be making videos of member's engines running outside the building during the course of the meeting.

Mike's programs are seen on "Greater Bay Area Talent Television" (GBATTV). The purpose is to provide content for Mike's program and to promote our club and increase membership. Steve plans to feature it on our BAEM Face book page. Mike has an engineering background and older members will

remember that he filmed us for two years at the Vallejo WEME show.

FIRST POPS: Mike Stimmann has two to report! One, an atmospheric engine, and the other a fine example of Joe Tochtrop's Atkinson Cycle casting set and plans.

EVENTS: The Secretary gave a summary of our ongoing negotiations with the Fire Marshals and the running of engines at the WEME Show. At present, we are still informed that engines cannot be run inside a building. The Fire Marshal for Pleasanton has expressed an interest in attending one of our meetings and witnessing our smaller engines in operation. An invitation has been extended by our club. A discussion of other possible venues was discussed including another car show and the possibility of exhibiting at the Golden Gate Live Steamer Facility.

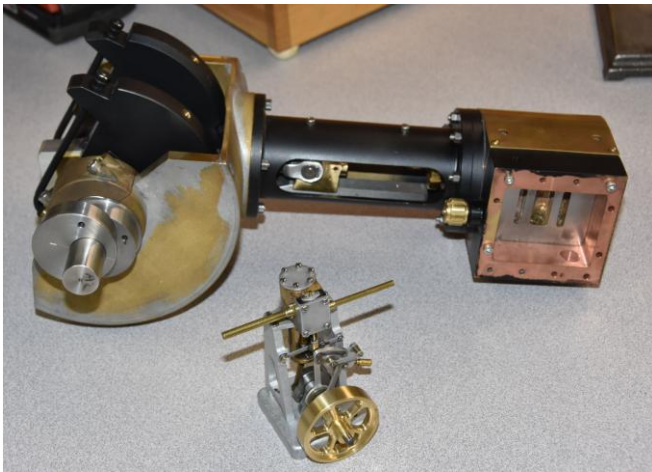
TREASURER'S REPORT: We are solvent and accepting dues for 2018.

CLUB BADGES: If you are a member in need a badge, contact Mike Rehmus (mrehmus@byvideo.com) who has offered to produce them.

BITS AND PIECES



Joel Cohen brought us his remarkable Seal V-8. He said: “Technically, it’s finished”. Recall that he built two previous 15 cc Seal four-cylinders. One was built from castings, and the other from the solid. Joel found that he greatly preferred working from solid, not from castings. With that in mind, and looking for a greater challenge, he decided to make two banks of the 15 cc Seal connected to a single crankshaft. This resulted in the remarkable 30 cc Seal V-8! He has not put coolant or lubrication fluids in it as of this moment. It turns over nicely without any binds or interference. Stay tuned for developments on this ambitious project.

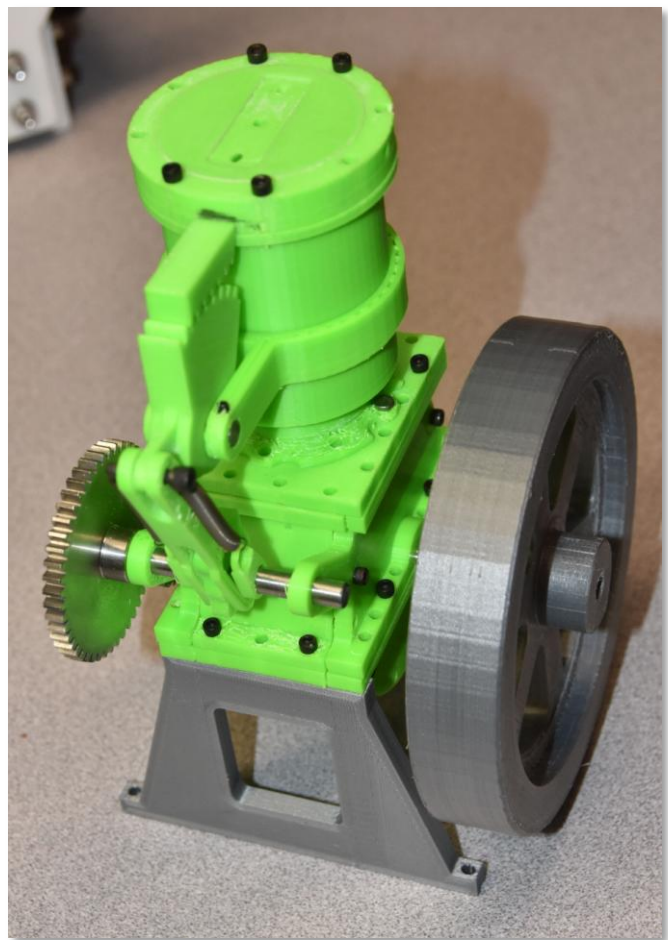


Charlie Reiter showed us the engine from a Heisler locomotive, a project that has been eighteen years in

the making! He’s making two of them! Charlie just made another new connecting rod for it and is working out valve gear issues.

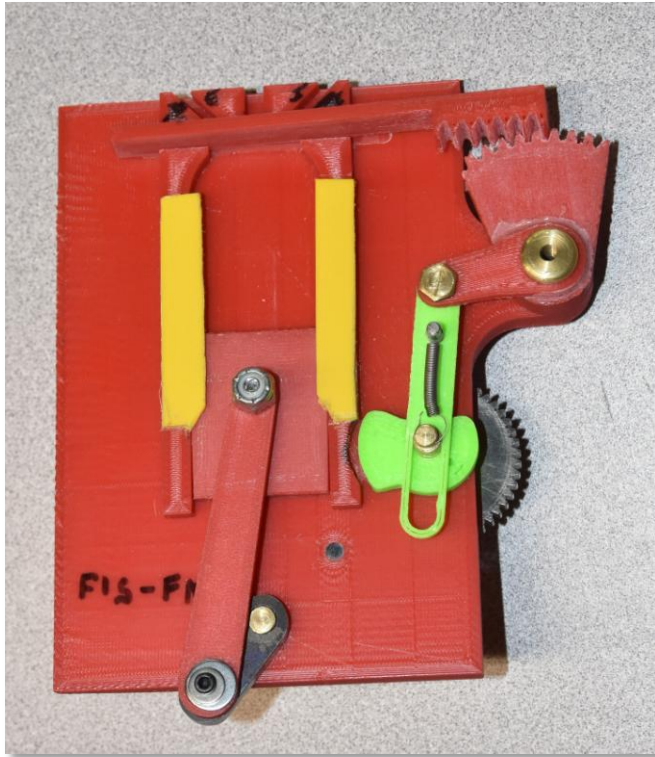
On to another project, a friend from Canada sent Charlie a photo of his recently completed “over crank” engine. Charlie asked for the plans which he promptly modified, and added an epicyclic drive. Fancy twisted motor stands, or drops, called “Olivers” made in England are to be added.

Skip Adrian, is our good friend at WEME with his fine laser equipped center finders. He sent Mike Rehmus a couple of his latest version. Mike likes it! A lengthy discussion of edge and center finding techniques followed.

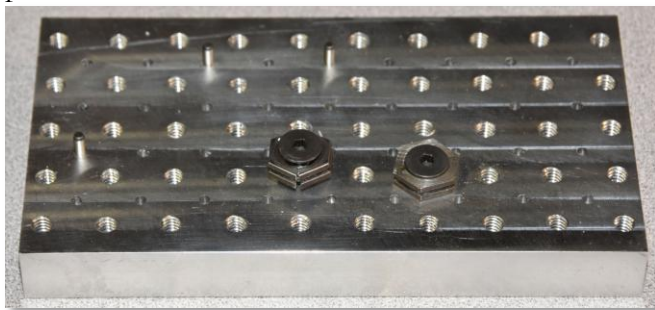


Ray Fontaine tells of his progress on a very old Herman Dock design, a slide-valve gas engine. It’s a complicated design with slide valves and ports that are highly unconventional. He’s not sure if the engine was actually built or marketed. Ray’s 3D printing revealed several mistakes when following the original plans. There were interferences with

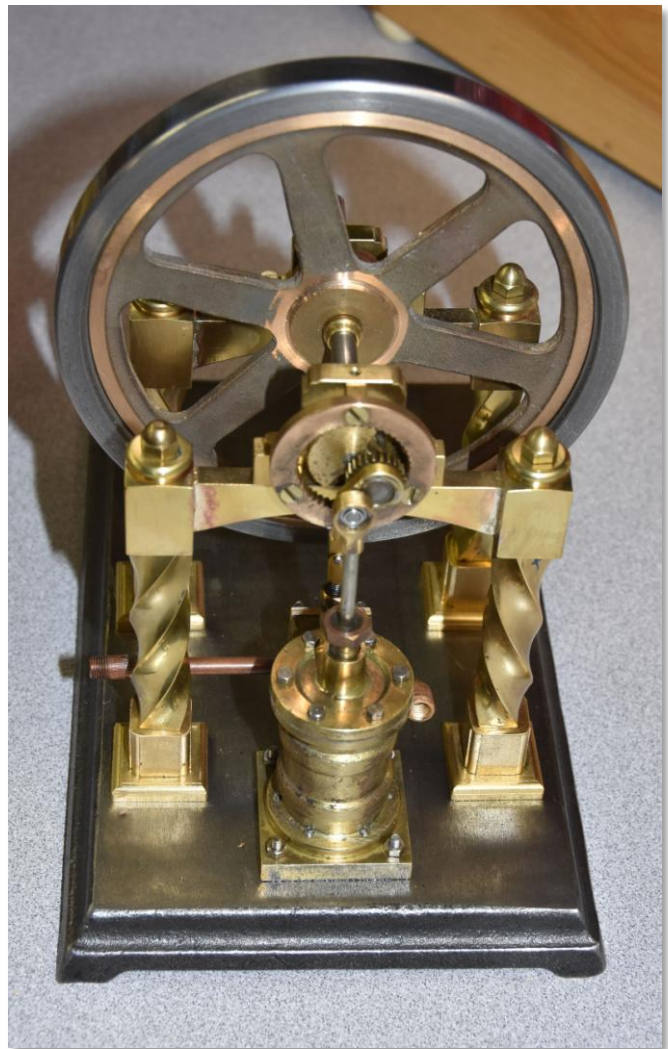
parts colliding and locking up. Pat O'Connor remarked that the Alibre program Ray is using, has an interference detecting feature that could be useful. When he has more 3D parts, he may combine them with HPE 120 adhesive for a working proof of concept model.



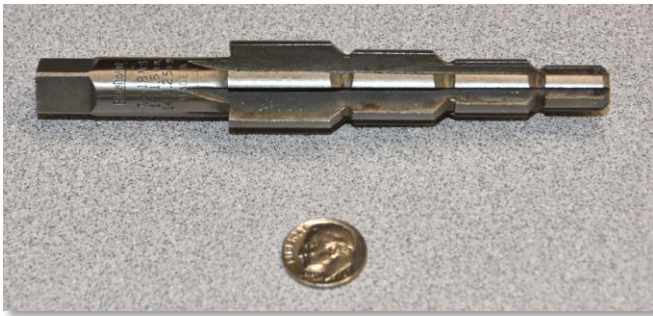
Ray also reported on a trip to the Knight's Foundry. He recommends a visit. The foundry is operating on electric now, but they may convert back to the old water powered arrangement pending water use permits.



Jim Piazza made a tooling plate tapping head with fifty holes in a little over three minutes using CNC and a tapping head. He also tried engraving with a "scratch and drag" stylus for fine engraving. Jim will bring more examples of the engraving to upcoming meetings.



Larry Bunch bought a Graham Industries kit for a reversing steam engine. He had a good time assembling it, but he warns prospective buyers that the parts are very, very small. He said: "It may take a hundred years and you'll need tweezers". Your secretary commented that he built several of the Graham designs, and strongly recommends them for friends wishing to start our hobby. He met the father and son Graham team at a NAMES show in Detroit many years ago and was impressed with their insistence on high quality and reasonable cost. Look up Graham industries on You Tube as: graham industries model steam engines. There you will find about 40 fine videos. It's well worth a look.

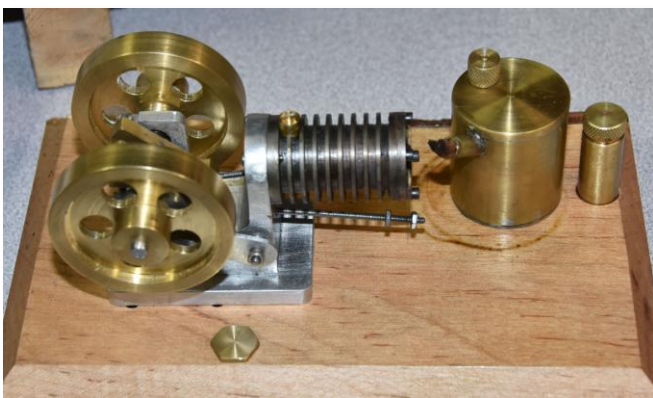


Jerry Franklin showed a mystery tool. It appeared to be a step drill or reamer. The tiny engraved numbers: 7/8 by 18 NS for example, and 18 by 1.5 mm. Jerry thinks it's a Blue Point tool for reaming out spark plug holes prior to re-threading.



Jim Freel needed a cooling fan shroud for his Black Widow. He cut out the shape with a tracer running off a template. The material is from a 1578 "Ren Shape" sheet. It holds tolerances well, is readily machined and very tough.

Peter Lawrence showed us his progress on the distributor for his Merlin. He wants this in clear acrylic, and wonders if it be cast. The answer was "Yes".



An atmospheric, the "Poppin" was shown by Mike Stimmann. It is from a J.R. Senft design in "Live Steam", Nov. 1980. The material is 1095 spring steel for the flap valve. Mike clamps the spring steel between a sandwich of scrap material. He then cleans up the edges with a belt sander. This produces a nicely finished edge, unobtainable with shears.

Mike also recommended "Internal Fire" by C. Lyle Cummins, 1989. In this book, the history of internal combustion is very nicely detailed with special attention to the Diesel engine.



Dwight Giles has reworked a Holt Tractor Engine that was built in the 1940's or 1950's by an unknown machinist. It was built to the standards of that time. It needed new pistons, rings, and connecting rods. All four cylinders were finished to different sizes from the nominal 7/8th inch bore. After a great deal of rebuilding, Dwight was able to get the engine running.

We adjourned at 11:20 am to the courtyard for the video filming.

FOR SALE:

11" x 36" Logan lathe with 3 jaw and 4 jaw chucks, original cast iron legs. Perfect condition. Asking \$2,200. Call (209) 845-9777

The Picture Pages

